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REPORT

TOPIC Information on the VPL Stationed at Bautzen

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EVALUATION

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REMARKS

This is UNEVALUATED Information

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1. In September or October 1953, the regiments of the VPL Division 600 were redesignated Aeroclubs and the former airfield supply battalions Nos 301, 302 and 303 were designated I, II, and III Technical Bases and subordinated to the Aeroclubs stationed at Cottbus, Drewitz and Bautzen.¹ The III Technical Base, previously the 303rd Airfield Supply Battalion, was assigned to Bautzen Aeroclub which had formerly been the 603rd VPL Regiment, and was subordinate to the Administration of the Aeroclub in Cottbus, previously headquarters of the VPL. The Bautzen Aeroclub was stationed in Husaren Kaserne together with the 604th Signal Unit (Unit Zwiener) which had been transferred there from Cottbus in mid-December 1953.

The III Technical Base consisting of a headquarters, a motor vehicle company, an airfield company and a guard company supplied the flying units of the Bautzen Aeroclub. The motor vehicle company was composed of two motor vehicle platoons of two groups each, two special platoons of two groups each and of a maintenance platoon.

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2. The III Technical Base had an actual strength of 35 to 40 officers and about 320 EM. The staff personnel included Major Paul Zeeck, commanding officer, First Lieutenant Prayer (fnu), political officer, Lieutenant Bausch (fnu), chief of staff, First Lieutenant Wimmer (fnu), party secretary, a sublieutenant as PDI secretary, First Lieutenant Guenter (fnu), supply officer, First Lieutenant Hoefler (fnu), administrative officer, the chief of the clothing department, a sublieutenant as chief of the meteorological station, First Lieutenant Mattias (fnu), chief of the signal unit and a lieutenant as chief of the POL supply. The authorized strength of the motor vehicle company was nine officers to include the company commander, a political deputy officer, a deputy commander, a technical officer and five platoon commanders. The authorized strength of EM was unknown. The actual strength of the motor vehicle company was six officers including Lieutenant Mueller (fnu), company commander, Sublieutenant Hoffmann (fnu), political deputy, Lieutenant Wille (fnu), technical officer and Lieutenant Boroschewski (fnu), deputy. Lieutenant Grossnikolaus (fnu) was commander of the airfield company and First Lieutenant Walter (fnu) was chief of the guard company. Other VPL officers included Lieutenant Colonel Wilpert (fnu), commander of the Bautzen Aeroclub and First Lieutenant Schulz (fnu), secretary for state security (?). The Administration

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of the Aeroclub, previously VFL headquarters in Cottbus included, among others, Captain Korn (fnu), chief in charge of motor vehicles, the First Lieutenants Krueger (fnu) and Fischer (fnu) as motor vehicle experts and Sublieutenant Werner (fnu) for IGL problems.

3. Three Soviet officers, a colonel, a captain and a first lieutenant, were assigned to the Bautzen Aeroclub as advisers and liaison officers. Except for the colonel who was once seen in Soviet uniform with blue epauletts and blue hat-ribbon with gold emblems, the Soviet officers wore VFL uniforms.
4. The guards at the Husaren Kaserne and at the airfield were personnel of the III Technical Base. Both guard details were mounted daily at 6 p.m. The one for Husaren Kaserne was composed of one duty officer, one NCO as assistant, one officer or NCO as commander of the guards, one NCO as deputy, about 15 EM guards, one NCO as commander of the gate guards and two EM or NCOs as gate guards. The guard detail for the airfield included one officer as commander, one NCO as deputy and 17 EM as guards. The sentries were equipped with type 100 submachine guns with 30 rounds of ammunition while the others carried FN pistols with eight rounds of ammunition. A sealed box with ammunition was stored in the guard rooms at Husaren Kaserne and at the airfield. Weapons were stored in a central ordnance depot of the III Technical Base. No arms were available at the individual units. The weapons stored included type-100 rifles, five or six Soviet light machine guns, two or three "Maxim" type heavy machine guns and about 100 FN type pistols. Ammunition for these arms was stored in the ordnance depot and 9 to 10 additional ammunition boxes were stored in the barracks area.
5. The motor vehicle park of the motor vehicle company included two EM and one M-9 type sedan, five H 3 A type trucks, 15 to 18 H 6 type trucks (12 to 15 of them were kept in reserve), one H 3 A thermo kitchen truck, and eight SKP, ZIS 151 type special trucks with glass cupola to control take-offs and landings. Each of these vehicles was equipped with cabinet for a radio set. These trucks were stored for future operation at the individual airfields. The vehicle park also included three G 5 fuel trucks with trailers (total capacity 9,000 liters), one ZIS 5,000-liter fuel truck with rotor pump to refuel aircraft, one H 3 A semi-fuel trailer with a capacity of about 3,000 liters, 2 H 3 z trucks, two Hasenoman Granit 27 type ambulances, one G 5 maintenance car, one G 5 fire engine, one Hasenoman Granit 27 fire engine, two HSE-Station (MOLOTOV) radio cars, one RAF-Station Molotov radio truck (radio station with T antenna), one ZIS crane truck, two Ikarus type busses each with about 30 seats, eight EMW 350 ccn motorcycles (stored) and one AWO 350 ccn motorcycle with sidecar. The airfield company was equipped with two H 3 A trucks, two H 3 A tippers, two IFA Pioneer-type prime movers, two F 80 caterpillars (Soviet-made) and two ZIS searchlight trucks, each with one searchlight with a mirror in the diameter of about 1 meter. The vehicles were received directly from the plant. Minor repairs were done in the barracks repair shop while larger repairs were carried out by nationalized repair shops. The underground POL station at the barracks was supplied by the civilian market.
6. The technical equipment available at the III Technical Base included among others one single axle trailer with a motor driven air compressor, one single axle trailer with Diesel fueled heat generator and a two axle heat generator which could also be used as waiting room for pilots at the take-off.
7. The routine duty schedule of the motor vehicle company in Bautzen was as follows:

at 6 a.m.	reveille
from 6 to 6:25 a.m.	calisthenics
from 6:25 to 6:50 a.m.	cleaning of quarters
from 6:50 to 7:15 a.m.	breakfast
from 7:30 to 8 a.m.	morning inspection and political information

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from 8 a.m. to noon	instruction or technical service on motor vehicles
from noon to 2 p.m.	lunch
from 2 to 6 p.m.	instructions or technical service on motor vehicles
from 6:30 to 7 p.m.	dinner
from 8 to 10 p.m.	cultural training
from 10 to 10:30 p.m.	cleaning of quarters.

The instructors in charge of officers training was assigned by the III Technical Base commander. Training material issued by the department for confidential material included: air tactics with preliminary introductions on strategy and tactics in modern air warfare, continuous and concentrated operation of bomber units, the purposes of fighter units i.e. fighter escorting, attacking of pinpoint targets and interception of enemy units; construction of a front line airfield including quarters for the flying personnel in villages located in the vicinity and for the technical personnel at the field or in its immediate vicinity, and supply units at the field:

instruct-
tions on infantry tactics including general information on modern combat methods for battalions and companies and the issuance of orders.

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8. The political training of officers of the motor vehicle company which was handled by the political officer of the unit included subjects such as "Dialectical and Historical Materialism", "Problems of Leninism" and "Basic Economical Problems of the USSR". Subjects taught to EM were "The History of the Communist Party in the USSR", "History of the Working Class in Germany", "Biographies of Soviet Statesmen" and "The Communist Manifesto". Political agitators selected by the political officer were in charge of political training and indoctrination in the EM quarters, especially of those EM who were considered politically unreliable. Dispensation from political training which required the commanding officer's approval was granted only in very urgent cases.

9. In October 1953, alerts were frequently practiced, reportedly by all VPL units. The units of the Bautzen Aeroclub needed a period of 1 hour and 5 minutes after the alarm was sounded to be ready for operation, while the Cottbus Aeroclub required allegedly only 1 hour to be alert. Various alarm stages were not noticed. When alarm was sounded, arms were issued and the units filed in. The alert motor vehicles were prepared, while the ones stored were taken only on special order by the Administration of the Aeroclub.

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10.

there was no spur track available at the field. The railroad station of the field was reportedly Bautzen.

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The runway and the taxiway leading to the hangars were covered with steel matting. Of the four wooden hangars on concrete foundations with concrete aprons in front of them, one was still under construction in December 1953, while the others were occupied each by five trainers. The underground fuel station south of the runway was fenced in with barbed wire. On 2 January 1954, a shipment of aircraft fuel had to be further directed to Kamenz, because the fuel installations at Bautzen-Litten airfield were unsafe. Technical equipment was stored in two temporary buildings located on the approach road to the flight control building. Type and quantity of the equipment stored was unknown.⁵

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11. Just before Christmas 1953, about 40 VPL sublieutenants, who had returned from a one-year course of pilot training in the USSR, were transferred from Kamenz to the Bautzen Aeroclub. The training had been performed only on conventional aircraft including YAK-11.⁶ On 29 December 1953, Lieutenant Schulz (fnu) from the airfield company of the III Technical Base equipped with a ZIS 151 type searchlight truck was assigned as chief instructor to a training course for searchlight operators which started on 1 January 1954. In late 1953, the central depot for motor vehicle spare parts and the central repair shop of the VPL were transferred from Augustushad to Kamenz.⁷

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1. Comment. This confirms previous information on organizational changes effecting the VPL, i.e. the establishment of the Aeroclubs at Cottbus, Drevitz and Bautzen of former VPL regiments and the subordination of these clubs to the Administration of Aeroclubs stationed at Cottbus. The former technical supply battalions were attached to the Aeroclubs as so-called Technical Bases. The headquarters of the Technical Supply Division previously stationed in Augustusbad near Radetberg had been distanded already in October 1953.
2. Comment. The unit involved is a course for signal personnel of VPL Division 600, including radio, telephone and teletype operators and evaluators of radar data. This training course had been stationed at Bautzen once before. It is unclear whether the reported unit is still a training course or whether it has become a regular signal unit. 25X1
3. Comment. The fact that neither the organizational setup nor the personnel were affected by the conversion from the former supply battalion to a technical base proves that merely a redesignation took place. Lieutenant Colonel Wilpert (fnu) was previously commander of the 600 VPL Division. His transfer to Bautzen confirms the distanding of the former Divisional headquarters. 25X1
4. Comment. These frequent alert practices are considered primarily a result of the June riots. 25X1
5. Comment. This confirms previous information on Bautzen-Litten airfield which is carried in the files as being equipped with four wooden hangars and garage. 25X1
6. Comment. [redacted] in November 1953, about 300 KVPs arrived in Kamenz returning from the USSR. Of these officers, 70 pilots are allegedly in Cottbus, 40 in Bautzen and 12 in Kamenz. Additional pilots are probably stationed at Drevitz. It is assumed that training on jet aircraft was not included in the courses. 25X1
7. Comment. The central depot probably belonged previously to the headquarters of the Technical Supply Division stationed in Augustusbad and was transferred to Kamenz after the headquarters was distanded. At Kamenz, newly drafted VPL recruits are allegedly subjected to basic military training. 25X1

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